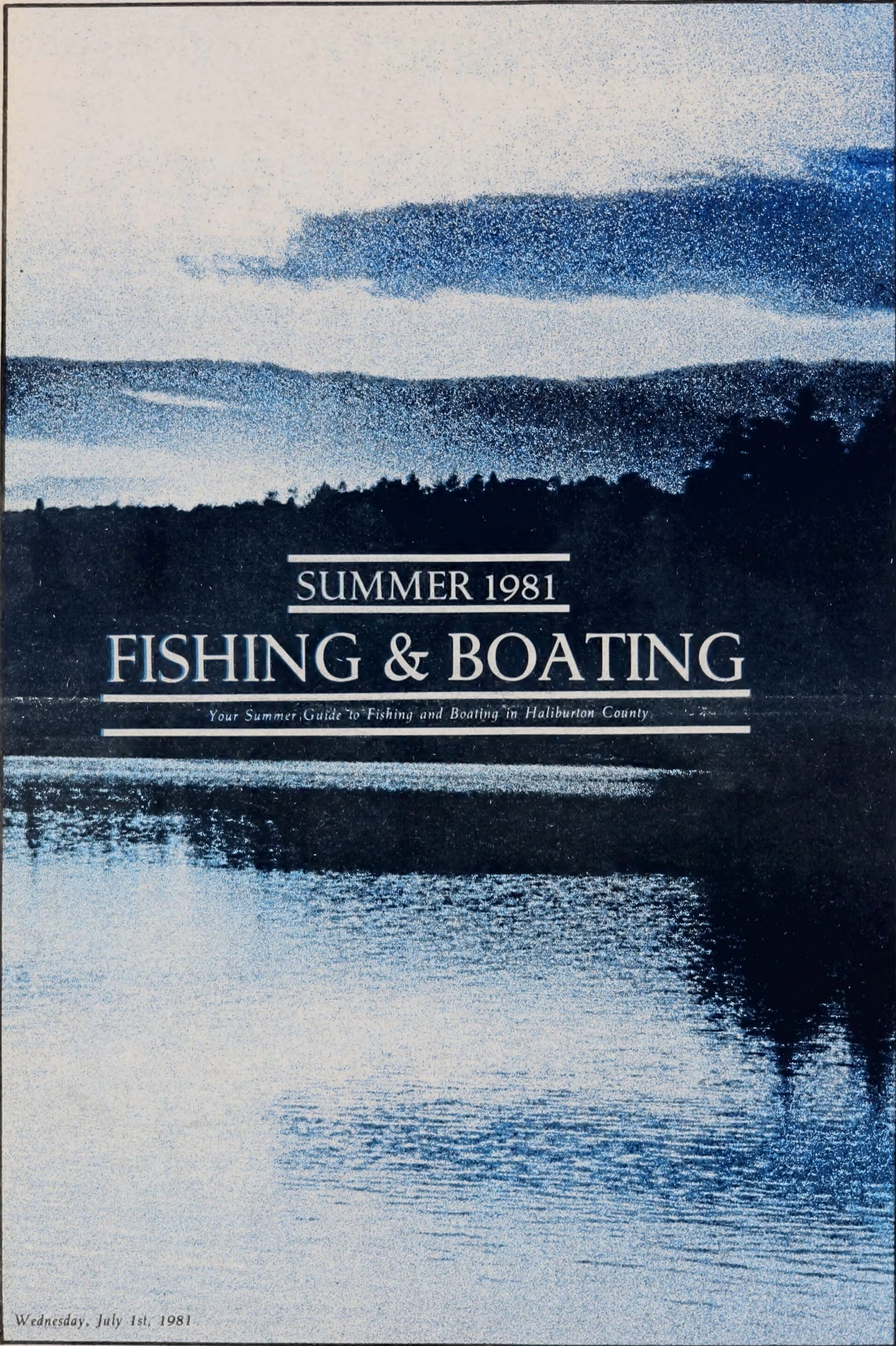




SUMMER 1981

FISHING & BOATING

Your Summer Guide to Fishing and Boating in Haliburton County

Wednesday, July 1st, 1981

Supplement to The Haliburton County Echo and Minden Recorder

Stocking local lakes improves anglers' odds

Lake trout, brook trout, rainbow, bass and muskie have been stocked in the county

Many vacationers plan to spend at least a few hours of their holiday time fishing for a prize winning catch. The Minden District of the Ministry of Natural Resources has a comprehensive fish stocking program that will practically guarantee a fine day's catch in almost any lake in the area.

Looking back to 1976, a fisherman can discover that an astounding number of lake trout, brook trout, rainbow trout as well as bass and muskionge have been stocked in area lakes.

In Anson Township, Doe Lake was stocked with brook trout in 1980 and 1978, Little Otter received brook trout in 1980 and 1977, Anson Lake was stocked with lake trout in 1979; Bob Lake was stocked with lake trout in 1979, 1977 and 1976; brook trout were released in Beaver Creek in 1976.

In Cavendish Township, just south of the Haliburton County boundary, Fortesque Lake was stocked in 1980, 1978 and 1976 with lake trout; lake trout were transported to Salmon Lake in 1980, 1978 and 1976; in 1979 and 1977 Catchacoma Lake was stocked with lake trout; brook trout were transplanted into Little Cedar Lake in 1979 and 1977; Mississauga Lake was stocked with lake trout in 1978 and 1976; Gold Lake was replenished with lake trout in 1978.

In Dudley Township, Lake Miskwabi received lake trout stocking in both 1980 and 1977; Wenona Lake was stocked with lake trout in 1979; in 1978 Esson Lake was

stocked with lake trout and lake trout were placed in Little Dudman Lake in 1976.

In Eyre Township, Beanpole or Long Lake was stocked with rainbow trout in 1980 but lake trout were transplanted in 1978; Bivouac Lake was stocked with brook trout in 1979 and 1977; rainbow trout were placed in Dulton Lake in 1979 and 1978; Wildcat Lake received rainbow trout in 1979 and 1976; Sprucehen, Raddan and Lost Lakes were stocked with brook trout in 1978; lake trout were transplanted into Long Lake in 1978; Coburn Lake was stocked with rainbow trout in 1976 and Depot Lake received large mouth bass in 1976.

In Dysart Township, muskionge were stocked in Haas Lake in 1978; large mouth bass were placed in Head Lake in 1978; in 1978 Drag Lake was stocked with rainbow trout but in 1977 lake trout and large mouth bass were transplanted there.

In 1980 and 1976 Crystal Lake in Galway Township was stocked with lake trout.

In Glamorgan Township brook trout were stocked in 1980; in 1980, 1979, 1978 and 1976 rainbow trout were stocked in Minnicook Lake; Stormy Lake received lake trout in 1980 and 1976; Wylics Lake was stocked with rainbow trout in 1980; Devil's Gap Lake also received rainbow trout in 1979; lake trout were transplanted to Glamour Lake in 1979; in 1978 and 1976 Koshlong Lake was stocked with lake trout; rainbow trout were placed in the Upper Burnt River in 1978; in

both 1978 and 1977 large mouth bass were put in Salerno Lake; large mouth bass were transplanted into Billings Lake in 1977 and Gooderham Lake was stocked with lake trout in 1976.

In Guilford Township lake trout were placed in Bitter Lake in 1980; brook trout were transplanted into Redstone River and Tedious Lake in 1980; Burdock Lake was stocked for four consecutive years beginning in 1976; Dog

Ongoing program ensures continued fishery

and Duck Lakes were stocked with brook trout in 1979 and 1976; Miller Lake received rainbow trout in 1979; rainbow trout were put in Lipsey Lake in 1978; Coleman Lake was stocked with large mouth bass in 1978; lake trout were transplanted in Basshaunt Lake in 1977.

In Harburn Township brook trout were stocked in Boundary Lake in 1980, Ike's Pond in 1980, Little Harburn or One Island Lake in 1980, 1978 and 1976, Morro' Lake in 1980; lake trout were put in Percy Lake in 1980 and 1977 and Haliburton Lake and North Lake in 1977; rainbow trout were transplanted to Green Canoe Lake in 1976.

In Havelock Township, Birch Lake was stocked with brook trout in 1980 and 1978; Kennisis Lake received lake trout in 1980 and 1977; Blue Lake was stocked with rainbow trout in 1979 and 1978

bow trout in 1979 and 1978; Havelock Lake was stocked with lake trout in 1978 and 1977; Kelly Lake received lake trout in 1977; Snap Lake was stocked with rainbow trout in 1976; lake trout were transplanted into South, Wildcat, Johnson and Little Redstone Lakes in 1976.

In Hindon Township, brook trout were placed in Lower Grace Lake in 1980; Brady Lake was stocked with large mouth bass in 1976.

In Laxton Township muskionge were stocked in Duck Lake in 1980; in Head Lake in 1977 and 1976 and the Gull River in 1977.

In Lutterworth Township, North Pigeon was stocked with lake trout in 1980 and 1978; Little Gull received rainbow trout in 1979 and 1978; in 1979 and 1977 lake trout were transplanted into Moore's Lake; for three years in 1979, 1978 and 1976, Sludge Lake was stocked with rainbow trout; Spar Lake was stocked with rainbow trout in 1979; Gull Lake was replenished with lake trout in 1978 and 1976; lake trout were placed in Davis Lake in 1977; in 1976 Graham's Pond was stocked with brook trout; in 1976 lake trout was put in Little Bob and Lutterworth Lakes; Denna Lake received large mouth bass in 1976.

In Minden Township, brook trout were put in Maidens Creek in 1980 and Beaver Creek in 1980, 1979 and 1978; the Gull River was stocked with rainbow trout in

1980 and 1978; Twelve Mile Lake was stocked with lake trout in 1979 and 1976; large mouth bass were transplanted into Elsie (Horseshoe) Lake in 1978 and 1976; Mountain Lake was replenished with lake trout in 1976.

In Monmouth Township, Little Lost and Lost Lakes were stocked with rainbow trout in 1980; in 1980 and 1978 brook trout were transplanted into Little Echo Lake and in 1980 in McCue Creek; in Esson Lake, lake trout were put in 1980 and 1978; rainbow trout were stocked in Buckskin Lake and Irondale River in 1979, Clement Lake in 1979, 1978 and 1976, Leaf Lake in 1979 and 1978; lake trout were transplanted into Monmouth Lake in 1978 and 1976; rainbow trout were put in Tory and Burnt Lakes in 1976; lake trout were transplanted in Esson and Pusey Lakes in 1976.

In Sherborne Township, brook trout were put in Nehemiah and Ronald Lakes in 1977; lake trout were transplanted into Red Pine Lake in 1977; brook trout were placed in Black, Glennie, Rabbit and Silver Lakes in 1976; Sherborne and Clear Lakes were stocked with lake trout in 1976; rainbow trout were put in Avery Lake in 1976.

In Snowdon Township the Burnt River was stocked with brook trout in 1980 and 1976; in 1978 Bow Lake was replenished with brook trout; in 1978, 1977 and 1976 large

mouth bass were put in South Lake.

In Somerville Township, Crego Creek has been stocked with brook trout in 1980, 1979, 1978 and 1977; Irondale River was replenished with Muskinonge in 1979; in 1976 large mouth bass and muskionge were placed in the Gull River.

In Stanhope Township, rainbow trout were put in Partridge Lake in 1980, 1979 and 1976; Peach and Welch Lakes in 1979, Lower Welch Lake in 1978 and 1976; lake trout were transplanted into Boshkung and Kushog Lake in 1978 and 1976 and Kabakwa in 1978; Maple Lake was stocked with large mouth bass in 1978 and 1977 and Hall's Lake in 1977.

So, there you are, fishermen, get your bait out and start fishing.

Seasons long, limits generous in the Highlands

The waters of Haliburton County afford anglers a wide variety of fishing possibilities. Whether you relish the skills of fly fishing in a fast stream, the challenge of trolling for deep swimming lake trout, or the relaxation of an anchored boat on a quiet lake at sunset, you'll find plenty to keep you happy in the county.

And you'll also find that
Cont'd. page 4



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FISHING LICENCES





An exhilarating ride on a Hobie Cat

Simple questions help you find just the boat you need

The increasing popularity of recreational boating in Canada offers the prospective boater more choices than ever before. In fact, the array of options can seem totally bewildering to the novice. So, where to start?

The first and most important step is to define your own priorities. Once you know your needs and the facilities offered in your area, you'll be in a position to make specific choices. Here's a five-point

"getting started" checklist:

1. What sort of boating do you enjoy or think you'd enjoy? A fundamental question is "power or sail"? Would you like to travel on a boat or laze away an afternoon? Are you looking for excitement or relaxation?
2. What activities do you associate with boating? Cruising? Fishing? Water skiing? Will you want to entertain a good deal aboard your boat? What facilities are

3. Will this be a solo or family affair? Few families can resist the prospect of a boat to play on, but renting a boat for a holiday can help you to decide what you do and do not need.
4. Will you want to rent or buy a boat? Or perhaps both? Many people now find that a big boat is more than they want or need all the time. A popular choice is the purchase of a smaller boat for weekend fun, and the charter of a larger boat with more complete accommodations for extended trips.
5. Finally, what is your boating budget? Remember when calculating costs that the basic boat may be only 75 per cent of the total, with safety and convenience gear, mooring and storage fees, insurance and upkeep adding the remainder.

Once you've made your basic decision, whether long-range cruiser or puddle-jumper, start to learn from the experts. You'll probably find your local library a good source of books and magazines. Boat shows are a primary source of information. So are visits to showrooms, brokerages and harbours. A Canadian Power Squadron or similar course

Cont'd. page 5

Choose the right power for most fun, economy

It's interesting to note that today the largest outboard motors are over one hundred times as powerful as the smallest ones!

There's a good reason for this wide range of horsepower offerings. It is to provide proper, safe, economical propulsion to fit the very wide range of pleasure boats available, from lightweight canoes and small runabouts to deep-sea fishing boats and commodious houseboats.

More than any other aspect of boating, the right amount of power for a particular boat puzzles and confuses people. Some try to simplify things in their own minds. To make a boat go twice as fast, they think you should double the power. Or, the longer a boat is, the more power it needs.

Both these assumptions are wrong, of course. If the first were true, a 100 h.p. motor would make a given boat go twice as fast as a 50 h.p. model. The 100 h.p. motor will make the boat go somewhat faster, but far from twice as fast. And if the second assumption were true, then an 18-foot canoe would need more power than a 16-foot runabout.

To save fuel and money, remember that you do not have to install the largest possible motor on any particular boat. For example, if you will normally carry a light passenger and fuel load, less than the maximum rated power can still give you performance that is both satis-

fying and economical.

At the same time, it can be poor economy to install a motor that is too small. It won't propel the hull to full advantage. If you have to run a motor at high speed to coax even halfway satisfactory performance from the rig, motor life expectancy goes down while fuel consumption - and cost - goes up.

By wisely choosing the right power for your kind of boat, and your kind of boating, you can save fuel and money!

Releasing catch requires gentle touch

An increasing number of anglers are recognizing the importance of protecting the future of the province's fishery by releasing their catch. The practice ensures that fish will be available to be caught again another day.

Here are a few simple rules

to follow if you want to release your catch unharmed:

- Time is essential. Play and release fish as quickly as possible. A fish played too long will be too exhausted to recover.

- Keep the fish in the water as much as possible. Out of water it will suffocate. Don't

allow it to flop on the beach or on rocks. A few inches of water under a thrashing fish act as a protective cushion.

- Gentle handling is essential. Don't put your fingers in the gills. Don't squeeze small fish; lift them by the lower lip. A net is helpful but keep it in the water.

- Remove hooks quickly with long-nosed pliers. If deeply hooked, cut the line and leave the hook in. Do not tear out hooks, they will dissolve and not harm the fish.

- To revive an unconscious fish, hold it upright in the water heading upstream. Apply artificial respiration by moving the fish forward and backward so that water runs through the gills. This make take a few minutes. When the fish begins to struggle, release it.

Seasons long, limits generous

from page 2

catch limits are generous, and seasons are long.

Pike can be fished from May 8 through March 31, there is no size limit, and the catch limit is six fish in one day.

Yellow pickerel and blue pickerel can also be fished from May 9 through March 31, there is no size restriction, and the catch limit is six fish per day.

The season for largemouth and smallmouth bass extends from June 27 to November 30, with no size restriction and a catch limit of six fish in any combination.

Muskellunge can be caught between June 6 and Decem-

ber 15. The catch limit is two fish per day, and they must be at least 71 cm. (28 inches) long.

Brook trout may be fished between January 1 and September 30, there is no size restriction, and the maximum catch is seven fish per day.

Brown trout and rainbow trout can also be caught between January 1 and September 30, with no size limit, and a catch limit of five per day in combination.

The season for lake trout and splake extends from January 1 through October 10, with no size restriction.

Catch is limited to three per day in combination for lake trout and splake.

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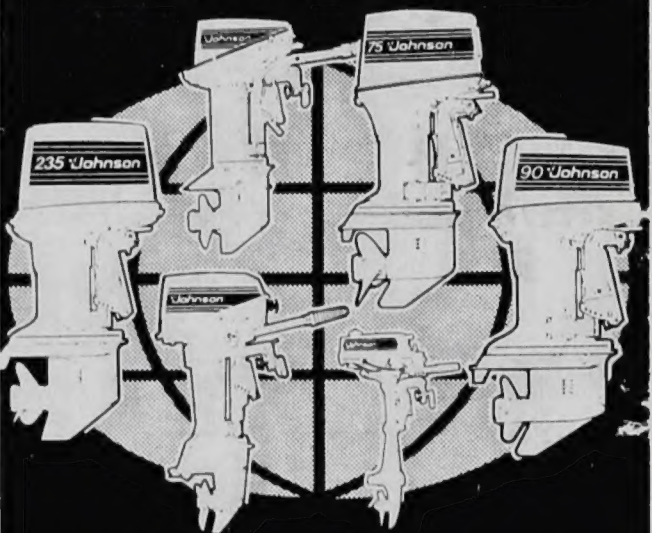
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Gasohol safe for outboards, with precautions

Research and development organizations across the country are frantically looking for something to either replace, or at least supplement, the petroleum products used by Canadians at an alarmingly increasing rate. Gasohol could be part of the answer.

Gasohol, a synthetic fuel that contains 10 per cent ethyl alcohol, is already available commercially in parts of the U.S. and in some provinces in

Canada where there is substantial regional production of ethyl alcohol from organic sources such as corn.

Gasohol can safely be used in outboard motors if certain precautions are followed:

1. Buy your gasohol only as needed and keep your fuel tank full to help eliminate moisture pick-up. Gasohol can pick up water from the atmosphere if left in a partially-filled tank. The water will cause the alcohol to separate from the fuel/oil mixture. If an appreciable amount of the separated alcohol/water mixture (which settles to the bottom of the tank and contains no oil) is pumped through the carburetor, serious engine problems could occur.

2. Use only regular outboard motor oil, as recommended by the engine manufacturers, and mix according to directions.

3. Fuel cans should be agitated every day before operation to ensure good fuel/oil mixing. This is only necessary

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Propellor has a big role to play in ensuring maximum economy

All boaters know that fuel costs are rising and that they should do everything they possibly can to cut down on fuel consumption. That's why they are paying more attention than ever before to their propellers.

Propeller choice and condition are important factors in getting efficient, economical performance from your boat.

In a general sort of way, the diameter, pitch and blade area of a propeller can realistically be compared to the transmission and rear axle ratios of a car. When on the highway, you get the best results from a car's engine by shifting gears. While you don't shift gears in the same sense when powerboating, you can select a "top gear" to suit your particular boat and operating conditions just by using the most suitable propeller.

For instance, if you're a fisherman, you may carry a heavy load and make frequent, rather short runs. An "accelerating" prop could help your rig get going and make the short runs to best advantage. On the other hand, if you make long trips with a light load, a "speed" prop might be able to plane out your rig satisfactorily and pay off in more miles per gallon.

Any experienced marine dealer can help you choose the most fuel-efficient propeller and boat for your kind of boating.

The condition of your propeller is also important. Nicked and battered blades rob power and reduce prop efficiency. You can fix minor irregularities yourself with a file and abrasive paper, but if in doubt as to how much metal you can remove without

upsetting prop balance, check with your dealer's service department.

By equipping your boat with the best propeller for your kind of boating, and by keeping your prop in good condition, you can enjoy your favourite recreational activity and still conserve fuel and save money.

Facts about fishing in Ontario

Did you know that:

- 38 per cent of Ontario residents fish at least once a year.

- The most frequently caught sport fish in Ontario is the yellow perch.

- In 1979 Ontario sold 644,550 non-resident fishing licences and almost all were

Cont'd. page 8

Simple questions

from page 4

provides a grounding in basic nautical skills and a good way to meet local boaters. Soon you'll be well on your way to making an informed decision.

Your boat must fit your needs. Define your priorities, draw on the experts, and that choice will be one that you can happily live with for years.

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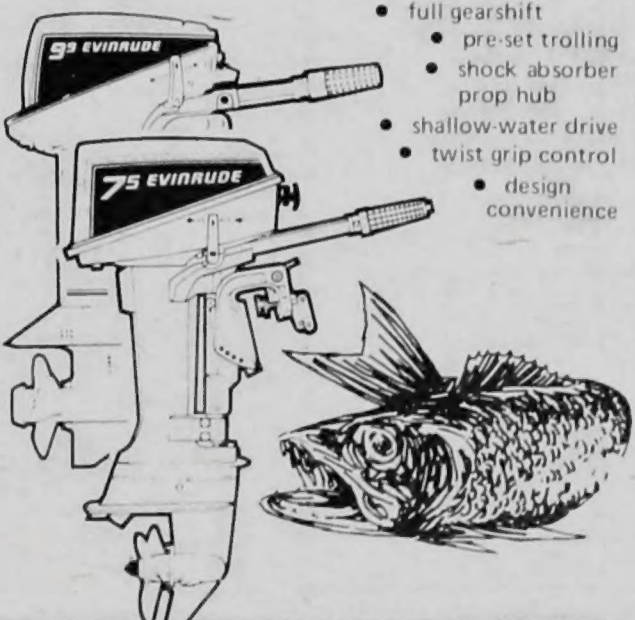
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Budget-conscious boaters should set guidelines

In a famous remark, the American financier, J.P. Morgan, once told an inquirer that if he needed to ask the price of a yacht he obviously couldn't afford it.

Things have changed considerably since those days. Modern materials and innovative production techniques have brought boating within the means of all Canadians.

The budget-conscious boater should first set out for himself what amount he intends to spend and what he intends to do with his boat. Within each category of intended usage, the potential buyer will find a wide variety of boats and an equally wide variety of prices.

If you enjoy fishing, you could purchase a car-top boat with a small motor for a few hundred dollars. Or, you could go all the way with a luxurious "bass boat" that could push the price well over ten thousand dollars. You can catch fish from either one. It's just a matter of preference and budget.

The budget-conscious boater, after he has defined his area of interest, should shop around carefully to make sure he gets the most from his boating dollar.

When making up his mind about a boat, the prospective owner should bear in mind the cost of the statutory requirements of operating a boat. Economizing on equipment like life jackets or an anchor is foolhardy when your family's lives may depend on the performance of these items.

The wise newcomer to boating will restrain himself when it comes to adding convenience items to his boat, as these add up rapidly. After a season of use, you'll be in a better position to decide what is really necessary.

The modern boat doesn't require the heavy upkeep of earlier boats, but ABC advises that regular maintenance and attention to your boat and motor will be an economy in the long run.

If you have a yen to go boating, visit one of the many boat shows in your area and talk to dealers. You may be pleasantly surprised at the low cost of boating enjoyment.



Sailing is leisurely and relaxing

Trailering is becoming popular proper maintenance a necessity

You've probably noticed that more and more boaters are trailering their boats to and from their favourite water spots. This fact is confirmed by the trailer manufacturers who report that boat trailer sales have never been better.

There are several good reasons for this trend to trailering, according to the Allied Boating Association of Canada. One is that the cost of keeping a boat at a marina has escalated beyond some boaters' means. Another, and probably the most important, is that adventurous boaters have discovered there is no end to the waterways they can explore when they have a boat-trailer outfit.

While most of us spare no effort in keeping our boats in ship-shape condition, too often our trailer is taken for granted and expected to go on forever without any attention. This is a dangerous attitude, of course, which could lead not only to frustrating hours

on a busy highway, but also to a serious accident.

Trailer wheel or tire trouble can be developing for a fairly long time before signs of distress get to be obvious. When your car is doing 55 mph, the smaller wheels of a boat trailer may be rotating at a speed equivalent to 80 mph. The higher bearing speeds and greater heat generation can bring on trailer wheel trouble quickly. So, periodic inspection and preventative maintenance procedures are essential.

Besides checking your trailer tires for wear and proper inflation, be sure to keep your trailer bearings well greased. This is a simple job you can do yourself in less than an hour.

Before doing a grease job on trailer bearings, wash or knock loose grit from the tires and wheel treads so it won't fall into the bearings while work progresses. After removing the bearings, clean them in petroleum solvent to get all grease out from between the rollers and cage.

es. Rotate the cleaned bearings slowly in your hands, inspecting such roller for blue discoloration caused by excessive heat, stuck rollers, and rollers that are chipped or scored. If any such defects are found, new bearings can be cheap insurance against trouble on the open road.

Be sure the grease you use is made by a reputable maker and is clearly labelled "wheel bearing grease". Load the bearing cages with grease liberally and put some extra grease in the hubs to provide a surplus to assure constant lubrication.

Marine engine industry prepared for fuel crunch

Fuel economy is at the top of Canada's most wanted list. But unlike the automakers who have been hit hard by the energy crunch, the marine engine industry has been consistently undergoing an evolution favouring fuel economy.

According to the Allied Boating Association of Canada, the evolution goes back to the days of white bucks and bobby socks, when big back seats were the name of the game. At that time, outboard power plants had already started shrinking with the introduction of more streamlined designs and lighter alloys, and the term "downsizing" was becoming a household word. Significant alterations in outboard motor design and construction resulted in fuel efficiency that gave more power to the punch with a minimum of exertion.

In 1979, there were approximately 1½ million boats registered in Canada, not including the many thous-

ands of fishing boats, sailboats, canoes and car-toppers which are powered by motors under 10 horsepower and do not have to be registered. With statistics like these, it's no wonder that innovative fuel conservation efforts by the outboard motor industry go back well over 20 years. Here are some of the improvements in the mechanical design of yesterday's engines which have resulted in the features and performance of today's smaller, quieter and stingier models:

1. The switch to lightweight die-cast aluminum for cylinder blocks, crankcases, heads and manifolds. This took pounds off the engines and added miles to their fuel consumption.

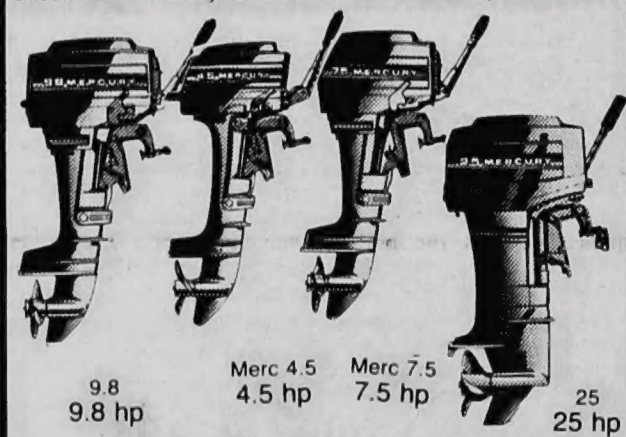
2. Exhaust systems were tuned to recycle lost energy back into the engine for greater performance and fuel economy.

3. Improved fuel systems match carburetors to fit each

Cont'd. page 7

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